

# Special Tuesday

## JANUARY 2ND

A WHOLE WINDOW FULL OF  
**Applique Laces**

2 to 4 1/2 inches wide. In straight, wavy and medallion effects, at

**12 1/2 c. a Yard**

worth from 25c. to 50c. a yard.

All new up-to-date laces—no old or shopworn goods.  
See Beretania Street Window.

Preparations are going on for our great

## January Sale

OF

**Ladies' Muslin Underwear**

WATCH FOR THE ANNOUNCEMENT.

**N. S. SACKS' DRY GOODS CO. LTD.,** Cor Fort and Beretania Sts.

## BISHOP & CO., BANKERS

ESTABLISHED 1858.

S. M. DAMON, ALEXR. GARVIE, A. W. T. BOTTOMLEY.

### BALANCE SHEET

AS AT

**December 30, 1905**

ASSETS.	LIABILITIES.
Cash . . . . . \$ 533,866.10	Capital and Surplus . . . . . \$ 839,593.13
Due from Banks and Bankers . . . . . 188,013.04	Due to Banks and Bankers . . . . . 5,053.19
Bonds, Stocks and Investments . . . . . 262,555.12	Deposits . . . . . 2,925,253.09
Loans, Discounts and Overdrafts . . . . . 2,604,499.96	
Real Estate and Bank Furniture . . . . . 40,752.42	
Other Assets . . . . . 140,209.77	
<b>\$3,769,899.41</b>	<b>\$3,769,899.41</b>

Honolulu, T. H., December 30, 1905.

I, Alexander Garvie, do solemnly swear that the foregoing Balance Sheet represents a true and correct statement of the affairs of the Banking House of Bishop & Company as at December 30th, 1905, to the best of my knowledge and belief.

(Signed)

ALEXR. GARVIE.

Subscribed and sworn to before me this 30th day of December, 1905.

(Seal)

(Signed)

R. R. REIDFORD,

Notary Public, First Judicial Circuit, T. H.

### Classified Advertising

#### For Rent

Cottage to Rent. 1111 Kinau street, corner Pensacola. \$30.00 per month. Inquire W. C. Atwater, Hawaiian Electric Co.

**HOW SHE KNOWS.**  
"I sing up to 'G,'" said Marie, "I've often been told so; you see, when I sing high the folks, who are nigh invariably murmur, 'Oh, Gee.'"  
—Kansas City Times.

#### HALEIWA.

The Haleiwa Hotel, Honolulu's famous country resort, on the line of the Oahu Railway, contains every modern improvement and affords its guests an opportunity to enjoy all amusements—golf, tennis, billiards, fresh and salt water bathing, shooting, fishing, riding and driving. Tickets, including railway fare and one full day's room and board, are sold at the Honolulu Station. On Sundays, the Haleiwa Limited, a two hour train, leaves at 8:22 a. m., returning, arrives in Honolulu at 10 p. m.



## FOR SALE

MAKIHI DISTRICT.

Six room cottage  
Mosquito-proof  
Electric lights  
Connected with sewer  
Lot 60x90, fronting on two streets.  
Price, \$2,100.00

**Henry Waterhouse Trust Co., Ltd.**

Corner Fort and Merchant Streets,

Honolulu, - - - Hawaii.

distressing effect. Before the defendant was allowed to depart, he was asked to tell where he had gotten that eye. In order that the court officials could keep away from that particular neighborhood.

There were in fact, few other cases on the calendar and only one of them that could be attributed to the influence of New Year's celebration. This was a case where a woman had gotten into a luan fight with another woman. But the complaining witness forgave the hair pulling and scratching and swearing and asked that the prosecution be dropped. The case was stricken from the calendar.

F. Bertelman was charged on three counts with gross cheat. On the request of his attorneys L. Strauss and H. Mossman, continuances were granted for a week.

## DELEGATION TO MEET THIS WEEK

WASHINGTON MISSIONARIES TO DECIDE ON PROCEEDINGS AFTER THE ALAMEDA GOES.

There has so far been no meeting of the Oahu delegation which is to go to Washington on the nineteenth of the present month. The work of the delegation has been mapped out nevertheless and it will depart on the S. S. Mongolia loaded up with data of the most interesting description. Statistics bear-

## ENGAGEMENT ANNOUNCED

The announcement was made yesterday of the engagement of Miss Alice Jones, youngest daughter of Mr. and Mrs. P. C. Jones and Mr. Abram Lewis. The announcement is one that will create much interest. Both are well known and have hosts of friends. Miss Jones is very popular. She it was who arranged the very successful minstrel show given by young ladies a couple of years ago. Mr. Lewis is the junior member of the law firm of Smith & Lewis.

Fine Job Printing, Star Office.

# ELECTRICITY BEATS STEAM

INTERESTING REVIEW OF THE PRESENT CONDITION OF THE MOTIVE POWERS—INDICATIONS THAT THE STEAM LOCOMOTIVE MAY SOON BECOME A MATTER OF MEMORY AND THAT THE ELECTRIC MOTOR WILL SUCCEED IT.

With the characteristic rush and roar of the twentieth century, the mighty steam locomotive appears to be driving rapidly to its own doom.

Electricity, that mysterious but potential agency to which man has hitched the chariot wheels of commerce, is the modern David that bids fair to vanquish and banish the Goliath of steam from the rails.

While many years from now, perhaps, the steam engine may be seen careening upon long journeys, it is thought that its place in suburban and interurban passenger and freight hauls will soon be usurped by the electric motor.

Already some of the largest traffic-handling roads in the country are taking up the motor for suburban service and terminal work. Leading in this innovation are the New York Central, the New York, New Haven and Hartford, and the Long Island Railroads which are electrifying their roads for some distance out of the metropolis.

It is understood that the Pennsylvania, the Reading and other lines handling a great deal of suburban traffic are also contemplating the use of electric motors to supplant steam.

Within ten years, eminent authorities believe, steam locomotives will be used only in long runs across the country, while shorter hauls will be made almost exclusively by electricity.

One has only to contemplate the extensive plans, already matured, for the substitution of electrical power for steam at great railroad terminals, to realize how largely the former giant is to be relied upon to turn the car wheels of the future.

With the constant increase of passenger and freight traffic, the multiplicity of trains and growing demands upon terminal facilities, the quick, effective and economical handling of business in and about the big cities has been a problem that has grown like evil geni.

For one thing the noise and dirt of steam-drawn trains have been seriously objected to by persons along the right of way, both in city and suburbs.

First of the trunk lines to undertake the handling of trains by electric motors was the Baltimore and Ohio Railroad, in its tunnel under the city of Baltimore.

This is a long tube, in which northbound trains encounter a considerable upgrade. For most heavy trains, two engines would be required, with a corresponding increase of the smoke nuisance.

All trains are hauled through by powerful electric motors, which slip smoothly and noiselessly along, and have no difficulty in drawing their burden of passive engine and heavy cars.

This success seemed to offer a solution of the problem presented at the New York terminals of the larger lines.

As a result, the New York Central and Hudson River Railroad is electrically equipping its metropolitan terminal for a distance of thirty-four miles on the main line, from Grand Central Station to Croton, and for twenty-four miles on the Harlem Division, as far as White Plains.

All passenger traffic within this territory will be handled electrically, and the first equipment for through trains will consist of fifty large motors. For some time a specimen motor, built by the General Electric Company and the American Locomotive Company, has been given exhaustive tests.

These motors must make the thirty-four-mile run from the Grand Central Station to Croton, drawing a 435-ton train, in forty-four minutes, without stop. Two motors will draw the heaviest trains, which will weigh 875 tons. Each motor is to be capable of a maximum speed of from sixty to sixty-five miles an hour.

Weighing ninety-five tons, and with potential energy representing 2200 horsepower, these electric locomotives will be marvels in their way. They will have eight driving wheels, compared with four of the steam locomotive, and a draw-bar pull of 34,000 tons, against 27,500 tons of the steam horse.

In order to make a thorough test of the qualifications of the electric motor, the railroad set aside a six-mile stretch of track near Schenectady, N. Y. There the ability of the motor was compared with that of the steam engine in a number of experiments.

Starting together, and drawing equal loads, the electric motor, within two miles, passed the steam engine, and was at least two train lengths ahead.

In electrifying the New York end of its line, from its metropolitan terminal as far as New Rochelle, twelve miles away, the New York, New Haven and Hartford Railroad will spend \$8,000,000.

Plans provide for a six-track road, two of the tracks to be for steam locomotives and four for electric motors. It is intended to abandon all local service by steam.

At a cost of more than \$6,000,000 two divisions of the Long Island Railroad have recently abandoned steam for electricity.

From Brooklyn to Belmont Park race track, a distance of fifteen miles, and from Woodhaven Junction, on that line, to Rockaway Beach, also fifteen miles, powerful motors are now drawing trains.

When it is stated that the cost has been \$6,000,000 it means that that amount has been spent so far. The plans of the company are much more extensive, however.

It is estimated that to carry them out in full will mean an expenditure of \$40,000,000.

This will probably be in conjunction with the Pennsylvania, New York and Long Island Railroad, a link that is intended to connect the Long Island and the Pennsylvania systems by way of the East river tunnel. Within a few years it is probable that electricity will have banished the steam horse from a greater part of Long Island.

Another straw which, to railroad men, seems to indicate that electricity will eventually, and at no very distant day, replace the present motive power on American lines, at least for all except long hauls, is the series of experiments recently begun by the Pennsylvania Railroad about Pittsburgh.

A new motor turned out by the Westinghouse company is being used to haul the heaviest trains about that city.

With 1350 horsepower, or nearly 50 per cent greater than that of the ordinary steam engine, it pulls a train of fifty cars with smoothness and ease, and with an entire absence of noise, smoke and cinders, which usually accompany the movement of a heavy freight train under steam. Particularly significant is this experiment of the Pennsylvania regarded. No one would be surprised to see this company turn to electricity for the operation of its service in New York, Philadelphia, Pittsburgh, Chicago and other cities.

Once taken up for terminal, urban and suburban traffic, it is thought the electrical step to interurban service will be a short one, especially in the case of cities not very far apart, such as many along the Atlantic seaboard and in the Central States.

Before electricity is used for the longer cross-country hauls a number of present-day difficulties surrounding the transmission of power must be overcome.

In certain parts of Europe, notably in Switzerland, Germany, France and Great Britain, immense strides have been made in the utilization of electrical power.

The Northeastern Railroad of England works its suburban lines

with electric motors, and electric trains are run between Liverpool and Southport by the Lancashire and Yorkshire Railroad.

Recent improvements and inventions have so far advanced the possibilities of general electrical service that railroad men of America have been closely watching its strides. In many parts of the country the utility of the motor has been demonstrated.

Everywhere outreaching trolley lines have wrought havoc with the suburban business of steam railroads. East of the Mississippi the usual steam railroad fares are from two to three cents a mile, while the long interurban trolley lines haul passengers at from one to one and a half cents.

Multiplying steam trains to meet travel requirements is more expensive than increasing electrical facilities. With the steam road, the fixed charges, cost of fuel and engine labor increase with each additional locomotive.

While a large amount of capital is required to establish electrical service, in the construction of power houses and transmission systems, the proportionate cost of subsequent expansion is not so great.

Electricity applied to short stretches of road formerly under steam has demonstrated a striking economy and effectiveness.

# TERM STARTS VERY SLOWLY

BEGINNING OF THE YEAR'S BUSINESS IN THE CIRCUIT COURT

FINDS ALL ATTORNEYS TOO BUSY TO HANDLE THEIR CRIMINAL CASES—DE BOLT AND ROBINSON BOTH SEND FOR MORE JURORS—TRIAL SET FOR TOMORROW.

The January, 1906, term of the First Circuit Court was opened today, but no trials were begun. Though there are about 150 criminal cases on the calendar, not one could be found in which attorneys on both sides were ready. County Attorney Douthitt declined to proceed with any of the cases that had been assigned to him for prosecution, on the ground that they were all attorney general's department cases, with which he was unfamiliar and in which he had had no opportunity to make any investigation.

In all the cases, the attorneys for the defense had engagements in other courts. Judge Robinson finally ceased calling the calendar and adjourned court to tomorrow, when the first case is to commence. It is that of the Territory against Ah Chung, charged with an unnatural crime. J. W. Cathcart appears for defendant.

Judge Robinson did not have enough jurors to fill the grand jury, and issued a special venire for more, excluding those who were accepted until Friday morning, when he will charge the jury.

The new jurors sent for are J. G. Lecker, J. S. Low, L. Petrie, F. C. Blake, C. J. Hutchins, C. S. Weight, F. L. Waldron, F. M. Lewis, C. F. Waterman, J. J. Byrne and O. Olsen.

In Judge De Bolt's court the only case ready among those cases to be tried was ended by a discontinuance. The case of Lee Kim et al vs. Henry Espinoza, a suit for damages for alleged unlawful acts of Officer Espinoza in raiding plaintiff's establishment, was to have gone ahead, but Judge Humphreys entered a discontinuance in behalf of the plaintiff. In the lower court a judgment for defendant was given.

Judge De Bolt also was lacking in jurors, and issued summonses for the following: John Scott, G. H. Cowan, S. Kalua, B. Sammons, James E. Morgan, W. Z. H. Olepau, F. L. Dorch, C. Johnson, J. Trask, Bruce Hartman, H. W. Adams, C. Butzke, H. Gumpfer, A. F. Wall.

## SUPERVISORS MEET TONIGHT

NOTHING SEEMS IN THE WAY OF BUSINESS BEYOND ROUTINE.—BUSINESS BEYOND ROUTINE.

The first meeting in the second half year of the existence of the Oahu Board of Supervisors will be held this evening but from what the different county solons say there will be little to do beyond the usual passing of estimates and appropriations.

"I think that the meeting will be purely one of routine," said Chairman Smith this morning and the notion was shared by Supervisor Lucas and others who were seen.

The New Year will, however, increase the potentiality of the board for the very excellent reason that there will be more money coming in and the road department in particular will have more to spend in putting the highways in thoroughly serviceable condition. Supervisor Lucas and Road Supervisor Johnson are now formulating a general plan for road improvements and are going over the different sections together to see what is needed and where improvements are required first. A report will probably be submitted at an early date.

## DAILY STOCK REPORT

Stock.	Bid.	Asked.
EWK . . . . .	26.00	27.125
Hawaiian Com. . . . .	83.50	85.50
Hawaiian Sugar . . . . .	32.50	33.50
Honolulu . . . . .	135.00	
Honolulu . . . . .	11.00	12.00
Kahuku . . . . .		27.00
Kihel . . . . .	7.75	8.125
Kipahulu . . . . .		30.00
McBryde . . . . .	5.25	
Oahu Sugar Co. . . . .	87.50	
Oakala . . . . .	5.00	5.50
Olaa Sugar Co. . . . .	3.00	
Olowalu . . . . .	80.00	
Pala . . . . .		185.00
Pepeskee . . . . .		160.00
Pioneer . . . . .	125.00	125.00
Waialua Agri. . . . .	70.00	75.50
Inter-Island . . . . .		125.00
Hawaiian Electric . . . . .	115.00	
Hon. R. T. Co. p.d. . . . .	101.00	
Hon. R. T. Co. . . . .	95.00	
Oahu R. & L. Co. . . . .		89.00
Honolulu B. & M. Co. . . . .		24.00
Fire Claims . . . . .	100.0	
Hawaiian Gov. . . . .	100.00	
Cal. B. Ref. . . . .		103.00
Haku . . . . .		102.50
Hawaiian Com. . . . .		105.00
Hawaiian Sugar . . . . .		102.00
Hon. R. T. Co. . . . .		108.00
Kahuku . . . . .		100.00
Oahu Sugar Co. . . . .		102.50
Olaa Sugar . . . . .		100.00
Pala . . . . .		103.50
Waialua Agri. . . . .		100.00
McBryde Co. . . . .		100.00

MANNING TO TAKE COAL.  
The revenue cutter Manning went to the naval wharf this morning to take coal and water.

Fine Job Printing, Star Office.

## ORPHEUM TOLD WHY WOMEN SIN

THE HITHERTO UNEXPLAINED PHENOMENON WAS THOROUGHLY ELUCIDATED LAST NIGHT.

"Why Women Sin" was produced at the Orpheum last night by the Bühler players and proved a beautiful play. There was just enough melodrama to it to appeal to the gallery and enough sentiment and comedy to satisfy all.

The play should really be classed as a society drama.

The story is a pretty one showing the triumph of virtue and the downfall of vice and villainy. Miss Fowler as the almost erring wife was fine and acted with a thorough understanding of the requirements of the character. Richard Bühler was handsome as the husband and his acting above criticism. Miss Hayward, Mr. Laird and Mr. Earl were all good. Miss Orendorf took a light sourette role for a change as was charming, while Miss Chandler made up as a little girl and looked the part.

The comedy furnished by Mr. Place as the policeman and Mr. Auerbach as the Jew was excellent.

The scenery was fine, the last act showing the lighted cathedral and snow storm was as fine a stage setting as was ever seen in Honolulu.

The play was good all the way through and pronounced by many to be the best thing yet put on by this excellent company of players.

## SHIPPING INTELLIGENCE

**PASSENGERS.**  
Departing.  
Per steamer Kinau January 2, for Hilo and way ports—G. G. Grippes, C. Anderson, N. Eagan, J. C. Picanco, V. Hurd, G. C. Akima, Rev. S. Pull, Owen Baddeley, Wilnot, C. B. Cave, James Kanahi, F. H. Foster, W. Thompson, Mrs. J. H. Maragone 2 children and nurse, S. Hocking, C. H. B. Fowler, O. O. Denny and wife, Mrs. J. H. Lewis, Kanaka, Lewis, Hulimai, Lewis, H. Gorman, A. Ritchey, M. E. Pack, H. P. Baldwin, J. F. O'Connor, J. A. Maguire, G. A. Parkys, G. W. Waker, Father Ulrich, Father Servatius, Miss Bethell, Miss Nora Holden, William Henry G. G. Grippel, C. Anderson.

### NEW ADVERTISEMENTS.

#### NOTICE.

The annual stockholders meeting of The Bank of Hawaii, Ltd., will be held in the Directors' room of the bank, 9 a. m. Wednesday, January 10th, 1906.

F. B. DAMON,  
Secretary.

Honolulu, T. H., January 2, 1906.

#### NOTICE.

Mr. Hermann Focks retires as a partner of our firm by mutual consent on the 31st instant.

F. A. SCHAEFER & CO.  
Honolulu, December 30, 1905.